THE DAILY BEE.

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WE BEE PUBLISHING COMPANY, PROPRIETORS.

E. BOSEWATER, EDITOR

for the latest news from Europe.

partisan. Pretty soon Mr. Boyd will feel | deat with the proportionate merease of called upon to deny that the moon is made of green cheese.

New York is agitating a heavy tax on skating rinks. Omaha's last and only | advancing progress of the west. Within has gone the way of all bankrupt con our own state the population has nearly cerns. Roller skating is too antiquated doubled in five years. During that an amusement for the progressive west.

SAM JONES is to hold a series of revivar meetings in Washington this winter. location of a hundred thousand popula-When he speaks of the "deadly clutch," he is not to be misunderstood as referring to the grap with which non-offensive partisans are hanging on to office in the national capital.

INCREASED activity in railroad circles in Nebraska this fall is noted all over the state. New extensions are being planned. and surveys of connecting lines are being run in a dozen different directions. The more the merrier. Competition and regulation are at once the life of railroad traffic and the protection of the people.

Tobacco chewers should avoid Monmouth, Ill., as a very cold climate for lovers of the plug. Mr. Chaybank, who persisted in expectorating at a social gathering in that city, was shot and killed last week by an indignant anti-tobacconist. The remedy was an effective one, but is not likely to become popular.

PARSON Downs has been bounced from his Boston church, a New Jersey clergyman has been indicted for forgery, two Illinois ministers are standing jury trials for improper behavior, and a New York pulpit pounder has just been imprisoned. for a brutal assault on his wife. Items of interest about the ministry are opening up pretty well for a late season.

GEORGE H. STERLING, the much dis cussed Brooklyn politician, who was left in the civil service examination for the custom house weighership, has just been appointed a port warden for New York by Governor Hill. This is a direct slap in Mr. Cleveland's face over which friends of the administration are squirming in the Empire state.

COMMISSIONER SPARKS is determined push the cattlemen who have neg lected to take down their fences. The attorney-general has been given the names of forty ranch owners who have not complied with the law and has been requested to institute both civil and eriminal proceedings against the offenders. The government seems determined that the fences must go.

HON. JOHN W. BOOKWALTER, of Ohio, who recently returned from Europe, says that India raised more wheat this year than America, and that cotton in that country, though inferior to the American product, is rapidly being brought up to an improved quality. He maintains that we are also in danger from Egypt, Mr. Bookwalter, who has evidently taken pains to carefully inform himself, says: "The English undoubtedly mean to hold Egypt and are already considering methods of improving the navigation of the Nile and at the same time irrigating the Nile valley. In that way they can go 2,000 miles up into the country and then look out for American cotton. They can raise in Egypt the finest description of cotton, and they have raised 8 0 000 bales this year. I do not assert that they can raise as much cotton as our southern states, but enough to break prices whenever they want to. The American crop of cotton is differently estimated. Some say as high of 7,000,000 bales, though if we get 6,500,000 we shall do well. They can raise in Egypt under English system a fair percentage of as much cotton as we can.

with the Indian problem. It is intimated that he believes the proper solution is to give the Indians their lands in severalty. Wherever this is practical, it will do away with the reservation system and add to the public domain several millions of acres of valuable land for the homesteader. Under the reservation system more land is tied up than the Indians could ever take care of and cultivate. Now that the game is nearly all gone and as they depend wholly upon the government for their support, they have no need of the vast extent of territory that is set apart for them. In the nilotment of lands in severalty they would not probably be given any more shand individually than can be obtained long the whites under the various land have. They would, of course, be assisted with government aid until they Decame self-supporting. The Sionx Insilians at Pine Ridge agency, for rimstance, are now in a condition to take Sands in severalty, and, with some goverament aid for a few years, to become independent farmers. It would not take there very long to become a self-supporting people. Many of them already undorstand agriculture, and are almost self-supporting now. Indians who take lands in severalty and are able to cultiwate them, should also be given the rights of fall officenship, which is something last car on the Park avenue line leaves they no doubt would appreciate when they fully understand the meaning.

Western Growth. "Steeks may go up or down, times

may be hard or good, but the growth of

the west continues," sings the New York

Tours in an editorial notice of the im-

mense land sales recorded during the

last tiseal year in Dakota, Nebraska and

Kansas. Of the sixteen, million acres of

the public domain sold last year by the general land office, nearly thirteen million are credited to our own state and its northern and southern neighbors. In Dakota the sales were 3,744,136 acres, a decline of 2,000,000 from the preceding year. In Nebraska 3,515,705 acres were sold, showing an increase of 900,691; Kansas shows an increase of 1,817,208 neres upon sales of 2,802,401. This is a cemarkable showing, and places clearly before the country, better than any extended description, the unparalleled growth of that great belt of territory which stretches from Canada to the In-Corn and wheat are waiting anxiously | dian territory, and extends westward between the ninety-sixth and one hundred and fourth meridians. To a very large Mr. Boyn now denies that he is a non- extent the sales of land have been coincipopulation, the advance of agriculture, the extension of railroads and the founding of the smaller trades and industries which go to make up and foster the ever period, the opening of the North Platte country, so long neglected by settlement has seen the tion in the region between the northern border and the river. Towns, villages and hamlets have sprung up as if by magie. School houses and churches have risen from the prairie soil in their wake. What one year was virgin soil has in the second sent its products to the market. Vast tracts of former "wilderness", now girdled by farms and dotted with young groves and orchards, bear witness to the bounty of the government and the industry of the settlers. The iron horse has followed behind the pioneer. Railway mileage in Dakota, Nebraska and Kansas has more than doubled in six years, and it is rapidly increasing. In now 14,000, with a thousand more pro-

It is to the trans-Missouri country to. day that the east looks for the best illustrations of western enterprise, western progress and western grit. It cannot focus its attention on a region more prolitic in surprises, where the statistics of to day are shelved by the figures of | fining his duties and enforcing complito-morrow's growth, where industry finds ample field for exercise in a soil which generously rewards labor and which offers every inducement to courage and perseverance in furthering the destiny of the far west.

The English Elections.

The battle at the polls is now in progress throughout England and will contique for nearly two weeks to come. This week the cities and towns will give their verdict on the candidates of the two parties, while the contests in the counties will not be concluded until early in December. The elections are not held upon the same day and, like first elections in France and the October elections in this country, there is given an opportunity for some of the districts to set a political cue and for others to check a tidal wave. All speculation as to the outcome is much more at sea than a month ago, when a small liberal majority was admitted even by many conservatives. But the wide split in the liberal

party and the skill with which the tories have managed their canvass make the result attogether uncertain, and the uncertainty is increased by the introduction of 2,000,000 or more voters, mainly agriculturists and laborers, who will east their first ballots in the present elections. There are 670 seats to be contested in the present struggle. This is an increase of eighteen over the number of members previous to the passage of the redistribution bill. In order to obtain a clear majority the successful party must secure 336 sents. Mr. Parnell's campaign seems to asssure the loss to the liberals of the forty Irish members upon which they counted in the last parliament. This loss they must make up in England and Scotland. In the latter they are likely to gain ten or a dozen seats, but the recent local elections seem to foreshadow a tendency against them in the small boroughs south of the line. The liberal strength in the parli ment elected in 1880 was 375, but this was greatly reduced before the ministry passed over to Lord Salisbury. The hopes of the conservatives for a parliamentary majority are based upon the disestablishment scare, the niarm of the land holders and owners of vested interests at the programme of Messrs. Chamberlain and Dilke, and finally, and more than all, on the alliance with Par-PRESIDENT CLEVELAND IS Struggling nell. Their strength in the last parliament was 205 English seats. The conservative leaders admit a probable loss of 10 seats in Scotland and Ireland, but promise themselves a gain of 70 seats in England, which would give them 265 seats-a sufficient number with Mr.

> the commons and of the government. The campaign has been the most thor ough and the most exciting ever known in English political history. For the first time in such contests the candi lates have been forced to abandon the time honored system of personal canvass on account of the largely increased number of voters, and speakers have been compelled to bring their arguments to the level of the understandings of the poor and hard working classes.

Parnell's party to give them coatrol of

Complaints about the failure of the street car company to comply with the ordinance, coatinue to come in. The ears are not run on the chedule required, especially after dark. Early in the evening the company begins to reduce the number of trips, and there are wide gaps in the raus, sometimes amounting to half an hour on some of the lines. There seems to be no attempt made to run the cars continuously on a twenty minutes schedule until midnight. The the opera house at 11:35 p. m. This is

what causes, frequently, the disturbance

in the opera house in the rush for the door before the performance closes of

passons who are trying to catch the last car. The right of the council to regulate the street car traffic is unquestioned. The city has an ordinance which requires a certain fixed schedule. It must be enforced. The rapid growth of Omaha has made the street railway company one of the most valuable private investments in he state. It is yearly becoming more so. Prompt service and fair treatment are demanded by the public, required by the city ordinance, and will be compelled, if necessary, by the proper authorities.

We Must Have Both. We once more call the attention of the city council to the necessity of immediate action in the matter of an extension of the fire limits and the creation of the special office of building inspector. Both of these subjects demand prompt attention because both are in the line of ecuring a permanent and needed improvement in the character of our build ings and in the safety of our city. Speaking plainly, Omaha will never catch up with her western rivals until a spirit of enterprise is forced upon some of her mossback residents, and dollar clutching non resident property owners by the ordinances of the city council. There are scores of owners of lots who will wait till doomsday before improving their property unless they are compelled to keep up with the procession. Just as long as cheap John shells and dangerous two-brick walls will pay handsome returns in the business part of our city they will be constructed if the city authorities do not make such buildings impossible. It is an unfortunate fact that no one can force another to build if he refuses to do so, or to tear down an old rookery as long as it does not endanger life and property. But the city does have the power to compel the erection of safe and fireproof buildings whenever a new one is decided upon, or an old one torn down to make room for a successor. The time has come when the fire limits should be so extended as to make Omaha a city of bricks and not a mass of huddling 1879, 6,626 miles were reported. There are | wooden shells. Sooner or later the central residence portion of the city must be included. For the present the pressing need is protection for our stores and warehouses and the millions of property which they cover.

The same arguments apply to the ques tion of building inspection by a competent man under a definite ordinance deance with its provisions on the part of property owners.

A Slander Refuted.

The railway organs who voice the interests of the corporations in denouncing river improvements as piracy, have been making capital out of an alleged report of Major Suter of the river improvement commission. According to the dispatches Major Suter advised against any further expenditures for the improvement of the Missouri, and expressed the opinion that the river never could be made navigable or of use for transportation purposes. This opinion has been thrown at the public by Mr. Gould's organs all over the west as a final elincher and our people have been assured, that make him homesick. onsidering the high source from which it came, it should forever stop appropria. tions for the improvement of the Missouri.

The Bek took occasion at once to do nounce the report as a palpable falsehood and to refute the arguments on which it was based. Mr. Broatch, of this city, who is a member of the Missouri river commission, promptly asked an explanation of Major Suter and received the following reply:

St. Louis, Mo., Nov. 21, 1883.-Dear Mr. Broatch: On returning from a trip of inspection down the Mississlppi river I found your note of 18th enclosing clippings from the Omah BEE and Herald. From the general tenor of the articles I conclude that they refer to a dispatch from Washington which was published in the St. Louis papers of November 13th.

This lispitali gave extracts from a reporalleged to have been written by me, recom mending the discouti mance of the govern ment lights on the Missouri river, and giving sundry reasons therefore.

I trust it is need ass for me to tell you that I never wrote the report in question, but as other people seem to have been deselved in the matter it must be dealed leadedly. I never wrote such a report and know ab

solutely nothing about It. So far as I am concerned the story is made out of whole cloth. Yours Very Truly,

CHAS. R. SUTER. Major of Engineers, U. S. A.

This is plain language. The interesting que tion now is who forged Major Suter's name to a bogus report whose object was to defeat continued improvements of the Missouri river. What railway tool has manipulated the associated press in the interests of the great corpo. rations who are fighting river improvements because they dread the competition of open waterways? Such methods of warfare are familiar to the railroad wreckers and jobbers, but the public at large will open its eyes when it understands how easily it can be deceived through forged dispatches and garbled reports minufactured to change sentiment and to block legislation unfavorable to the corporation kings.

FARNAM street is suffering very much from a rough pavement and rough street crossings. There is no question that many people avoid the street because the crossings are so rough. Something ought to be done about the matter at once. Either an arrangement ought to be made with the asphalt people to extend their pavement across the intersections to the gutter, or the council should decide to lay aside enough funds from the proceeds of the next levy to put in smooth and substantial flag stone crossings. Farnam will always by our principa street, but it should be made as atractive as possible in order to maintain tts present advantages for business.

GOVERNOR STONEMAN, the democratic executive of California, is reported to have suggested in a recent interview that the way to keep the Chinese out of California is to establish an immigrant commission, constituted like that in New

York. He said: Let California have an immigration com-

mission similar, and with like powers, to that of New York at Castle Garden, and no another Mongol will be permitted to land upon our shores, unless he is an ambussador or some dignitary whose visit is desirable and whose presence is needed at the capital of the nation. Let the commission be clothed with police authority, and every steamer from the Orient will be compelled to anchor in the channel, will be surrounded by e proper authorities, the Chinese passengers will not be permitted to land, and the owners the vessels be compelled to return the Celestials to the flowery kingdom from whence they came. This would not solve the question in a day, a mouth, nor a year, but inside of twenty years the Mongol would be as scarce in California as is now the Digger Indian. They have no wives; there are not fifty Chinese children in the state; and if they are stopped coming from China they soon will cease to be troublesome in labor circles and not be a factor in over-

production. THERE seems to be an impression in Washington that Bayard must go because his appointments have embarrassed the administration. If the administration proposes to remove every source of embarrassment from the departments Mr. Cleveland will pass a very lonely winter in Washington.

THE Springfield, Mass., Republican says that the fact that one of the cattle companies will have to remove fifty-seven miles of wire fence from one county in Nebraska shows the value of the supreme court decision of fencing public lands.

TURKLY will be assaulted all along the line on Thursday, and literally carved to pieces. The hostilities will be short but decisive, and the disintegration com-

JACK FROST and the Thanksgiving turkey put in their appearance about the same time this year.

PARNELL to Gladstone-"Every tub on its own bottom."

PERSONALITIES.

There is a man in North Carolina named

fore Snow. His neighbors are not in favor King Theebaw, of Burmah, has 500 wives, et, as he leaves home in order to fight, he

aust be the boss. Paul Du Chaillu will again go to the gorilla country. He may succeed in discovering the

aboriginal dude. "Adirondack" Murray will return from Canada to the United States. His vaccina

tion probably didn't take. W. S. Gilbert, the comic opera writer, will spend the winter in Egypt. "Pinafore" has not yet reached the land of the Pharaohs.

Senator Mahone, it is said, has a fondness for attending fat women shows. But, strange to relate, he has never yet been taken for a living skeleton.

A pretty cool proceeding that of the Queen of Samoa to send the president a Samoan lady's dress, a girdle and a bit of fringe.

His Hankering.

Springfield (Mass.) Republican: Gen. Butler hunkers for another session in congress, according to irresponsible ru-

Will Soon Feel Homesick. Philadelphia Record: Canon Farrar will soon want to go home. The picture of him in the wood-cut newspapers will

Progress in Vermont. Pittsburg Commercial: The first street

ear line in Vermont was completed in Burlington a few days ago. Vermont is learning of some modern improvements.

Preparing to Bleed the Gas Companies.

The next session of the New York legslature is likely to be an expensive one for the gas companies, for it is said that there are already twenty-live or thirty cheap-gas bills ready for presentation upon the day of assembling. Last sion's quotations were \$100 for rural and \$1,500 for city assemblymen.

Big Money for Poor Goods.

Philadelphia Record: If the Oregon democrats have made Mr. Hepple Mitea-Il's support in Washington the price of his election over Mr. Lau laulet Williams they have paid big money for poor goods -have acted with the same short-sight sdness that the republicans displayed when they invested in Mahone. But the average politician is as much afraid of common sense and consistency in dealing with an antagonist as a Digger Indian is of soup.

Taking Time by the Foretock.

Springfield, (Mass.) Republican: The people of lows are taking time by the forelock and agitating for a reform election law, which shall abolish voting on affidavit and shall contain a dequate provisions for registration before the cities of the state shall grow large enough to make the glaring trands of Chicago and Incinnati possible. This is emphaticlly the sort of stitch in time that saves

Manual Training.

St. Louis Globe-Democrat: The idea of manual training as a part of education is good and its practical results here and dsewhere have been admirable. The kind of "practicality" which is embraced in the idea of manual training is not that it should turn out finished and compeent mechanics, but that the pupil should acquire the groundwork of a sound me enamical education, even as other pupils may acquire the groundwork of a literary education in the common schools

Debt of Pacific Roads.

The Washington correspondent of the Louis Globe Democrat says: It doesn't follow because Gen. Johnston' the Commissioner, recommends the Hoar plan of funding the Pacitic Railroad debt -semi-annual payments extending over ixty years-that the administration will commit itself to that proposition. The Democratic House last winter rather look the view that this scheme was too favorable toward the subsidized roads. secretary Lamer was a member of the committee which reported in senate layor of the bill, but he says that he does not consider he is bound or committed by his signature to the report. A sub-committee, composed of Senators Ed-munds, Garland and Hoar, investigated the subject and the other members joined in the report. The Secretary and his two assistants will take up the subject in few days and consider it thoroughly be fore deciding what the policy of the de partment shall be in the matter of the railroad debt. From what is known of he assistant accretaries and of Lamar's own views the impression is obtained that the sixty-year extension scheme will be considered a policy too liberal, and will not be recommended.

A MODEL REPORT.

What the Railway Commissioners Say About Their Recent Junket.

Something for the People to Read and Digest.

The following is the report of the Nebraska railroad commissioners regarding their latest pleasure tr.o. which took them over the Sionx City & Pacific, and Fremont Elkhorn & Missouri Velley

railroad:

To W. B. Linsley, Esq., general manager Sioux City & Pacific railroad and Fremont, Elkhorn & Missouri Valley railroad, Missouri Valley, Iowa-Dear Sir: In accordance with section 2 of an act entitled an "act to provide a board of railroad commissioners, to define their duties and to provide for their salaries, approved March 5, 1885," the board of railroad commissioners made an inspection of the Sloux City & Pacific railroad and the Fremont, Eikhorn & Missouri Valley cailcoad and their branches in Nebraska, commencing on the 20th, and completing it on the 24th of

The board finds that the road bed, racks, enlyerts and bridges in good condition, nearly one-half the rails being steel, and that steel is being substituted for the iron originally laid in the eastern division of the lines and that in all extensions now made steel rails only are used.

The board reports that the depots, stockyards, sidetracks and crossings of your line are, with bardly an exception, well constructed, neat, and ample for the accommodation of shippers and the public generally, and offering the best facilities for business.

Some complaints were made by ship-pers of rough handling of freights and by citizens of violations of the law and the rules of the company, in the matter of obstructions of crossings which doubt less having been mentioned to the agent at the points where such complaints were made, have already been remedied

At the stations hereinafter mentioned the attention of the board was called citizens and town authorities, or shippers, to deficiencies in accommodations or management, and to rates claimed to be unjust or discriminative, and in each instance the board appends in recommendation upon investigation, or in case where a formal investigation has not been had, submits the matter complained of for investigation and explanation of your company, . At Kennard complaint is made that

the rates on coat are one dollar higher per ton than at Blair and Fremont. The board submits these complaints to the company for investigation and explanation

At Bell Creek complaint is made that the town and postoffice is named Arling ton, and the company has so far neglected to change the name of the station to porrespond. The board recommends the company as soon as practicable to make the change in the name of the station to correspond.

At Hooper complaint is made by the grocerymen on L. C. L. rates. It is claimed that the rate on flour is 15 cents per 100 lbs, which appears to the com-missioners a fraction higher than the-distance tariff. This complaint is submitted to the company for investigation and explanation.

At Wisner it is charged by grain dealers that better rates are given on grain to Wayne and Wakefield and other points of the C., St. P., M. & O. railroad than at this point.

At Atlanta the board finds that in a rainv season the water backs up by the depot on the north side. They recoming at a cross-switch. Complaints are made here by shippers of the rough handling of freight. The board recommends the investigation of this com-

At Pierce the shippers complain of the charge of \$5 per car for switching and transferring coal from the Union Pacific railway at Norfolk and claim that it is exorbitant, making the rate on coal from Norfolk, a distance of fourteen miles, from \$18 to \$13 a car. It seems to the board that the charge of \$5 for switching is exhorbitant, and the board ask for an explanation of this matter

At Battle Creek complaint is made that the rate on lime is 28 cents a barrel, and that it is eight cents more than the rate charged by them from Norfolk. complaint we refer to the company for

investigation and explanation. It is also complained of that the rate on coal from Norfolk is 14 cenfs per hundred pounds. This is largely in excesof the distance tariff rates published by

he company.
At Oakdule shippers complain that the same rate is charged on grain to Chad-ron as is charged from Fremont, 106 miles distant, and intervening point The board is unable to find any justific tion for such rates from the tariff sched-ules in the office, and refer the matter to the company for investigation and explauntion

At Neligh and other points on the road complaints are made that the rates to Chadron on corn and grain is a discrimination against those points farther distant from Chadron. The board refers these complaints to

the company for investigation and re-At O'Neil the same complaints are made as at Neligh and other points in

regard to the rates on corn and grain to At Atkinson the board recommends the establishment of crossings on the main street, with approaches, and an extension

of the platform for the accommodation of passenger trains.
The board desires to express its obligations for the tacilities extended its member for making the examination and in spection required by lay, and the courte-sics extended by the oilicers and employes

of your corporation.

Done at Lincoln, Nebraska, this 14th day of November, 1885. E. P. Roggen, WM. LEESE,

Commissioners.

Flanked by Gould.

A recent dispatch from Topeka says: Senator T B. Plumb and Ex-Governor Thomas A. Osborn, have returned from business trip to Chicago, where they have been consulting prominent rails men in reference to Kansas. Mr. P. Armour, representing the Chicago, Mil wankee & St. Paul, sald that line would bulld to the Missouri river within a year, touching St. Joseph, Atchison, Leaven-worth and Kansas City, and would with-out doubt extend to Topeka. He said the road wanted no subsidies, but would come into Kansas as a matter of business. Mr. Hughett, of the Chicago & Northwestern, stated that his road would he forced into Kansas soon, as a matter of protection to its interests. Mr. R. R. Cable, of the Chicago, Rock Island & Pacific, expressed great interest in Kan-sas, and while he made no promises, he seemed very favorably impressed with the idea of leading into the state by way of Topeka. Mr. Potter, of the Chicago, Barlington and Quincy, said his company had made several surveys into Kansas, and was giving the extenion question due consideration. judgment was that the Burlington and Missouri river branch might, with advan-tage, he extended from White Cloud to Rulo, through Hiawatha to Topeka. Messrs Plamb and Osborn are supplying these roads with statistics of Kausas

business, and, from information which they are not at liberty to make public, they are convinced that at least two of the roads named will be built into Kansas within a year, and eventually all o them will reach here. Kansas is consid ered one of the best lumber markets it the Union. There will soon be eight eastern lines concentrated at Kansas-City, and all fighting for the traffic originating in Kansas and carried there by two Kansas roads. Gould has already aisticipated the situation by going around Kansas City, building into the interior of Kanass and taking the greater portion of the trade. The effect of this move on the part of Gould will be to drive oth into the state, securing increased facilities for shipping and an important reduction in freight rates.

AMERICA'S NORTHERN TERRI-TORY.

The Purchase of Alaska Not a Bad

Transaction. A Catholic priest, just returned from Alaska, publishes in the St. Louis American Germanya description of that far away territory of the United States. "I do not believe," he says, "that the purchase of this northern point of land was a poor bargain for our people, but, to the contrary, as soon as we shall have been informed of all the natural resources of this country we shall see that the United States has made a very profitable invest ment. On the occasion of a public din-ner given in honor of Wm. H. Seward. he was asked which he considered the most important act of his life. Without hesitation be replied. The purchase of Alaska; but it will require two genera-tions at least before it will be approxia-

The United States paid Russia 87,200. 000 for the territory, or less than 2 cents per acre. The purchase at the time (1867) was ridiculed as 'Seward's folly,' as this Russo-America had been tooked upon as the proper abode of the Esquiman and his dog, the polar bear and sea lions, but useless as the habitation of civilized man. The climate, it was believed, was so rigorous that the quicksilver of the thermometer stood permanently below zero, and the nights histed several months, in tine, that Seward had purchased an im-

mense iceberg.
"It is singular that so little is generally known of a country to which public attention has been called since Peter the Great annexed it to Russia, and, especi lly, by the people of this country, have owned it for the last eighteen years. One of the curious features of this pur chase is the fact that at the time of the sale no report was made of the islands belonging to the territory, and which have since proven the most prolitable part of the bargain. These seal islands are rocky elevations, in area altogether about the size of two Missouri counties, The St. Paul is six miles wide and thirteen long, the St. George six wide and ten long. The government has leased these islands to the Alaska Commercial company, and has already received from this source alone more than two-thirds of the al purchase money—to wit: \$5,000,000. The lease runs from 1870 to 1890—twenty years-at a yearly rental of \$50,000. addition the company pays \$2.624 for every sealskin it captures, a sum which, with the renewal of the contract, will probably be increased, and as the ber of seals staughtered annually does not seem to decrease the supply, this sum, allowing the number taken to be about 100,000, swells the number to a handsome ligure.

Many suppose that these seals may be found anywhere along the coast. This is a mistake, and in a dozen trips up and down the whole length of the Bay of Sitka, one may look in vain for one of these are mals. The largest number are found in the summer season upon upon the fog-gy islands of St. Paul and St. George, where they congregate by the millions. Here the quantity allowed by law is caught and their skins shipped to San Francisco, whence they are sent to Lon-Paul is 1,471 nules west of Sitka and 2,000 miles north of San Francisco.

Besides the seal. Alaska contains a large number of other for animals such as the various species of fexes, the beaver, the Siberian squirrel, the bear, wolf, marten, conine and other. These animals constitute a rich source of revenue to the country. But its revenue is no confined to the fur trade. Alaska is already celebrated for its lisheries al though the industry has not been largely ursued until within the past few years The salmon caught on the coast are very valuable in the western markets, and are beginning to be known in the eastern cities. The Columbia rayer salmon was long considered the best not since the Alaska salmon have been brought into competition the Columbias have declined in price. From Dixon's entrance on the southern line, to the mouth of the Chileat river, large salmon depots have been established from which thousands of barrels of salmon are shipped every year. They are generally caught with In one of the depots recently visit ed it was learned the average vield was 900 to a haul, but as many as 1,700 have been brought ashore in a single drag. The average weight is seven pounds. During the summer season the rivers are swarming with fish. Large quantities of codfish, front, and other varieties are caught. In Kulishoo the harring are used for the manufacture of oil and for manure. It can be said, without exaggeration, that the rivers of Alaska con tain fish enough to supply the markets of the world for years to come. The immense forests, for the most

part unexplored, promise to become an other highly valuable source of trade for Everywhere from Victoria to Chileat and Sitka the ground is covered with fir trees, the larch, the cypress, and the valuable yellow cedar being most numerous. The mines of Alaska, especially the gold mines, are attracting a rood deal of attention just now. some years mining along the Sitka river and in the vicinity of the Juneau, has been proven profitable. During the last twelve months great efforts have been made to explore the quartz veins near but principally upon Douglas island, where may be seen one of largest stamp unlls in the world. Treadwell mine, which has been worked about three years, runs 120 stampers and forty-eight concentrators day and night At present 350 tons of ore are treated pe At present 300 tons of ore fire treated far-day, valued at from \$8 to \$25 per 100. The quartz is not of the richest quality, but the rost of reduction is small, leaving a handsome profit to the proprietors. The machines are driven mostly by the water power furnished by the mountain streams, and it is calculated the cost of reduction does not exceed \$1.50 per ton. The steamer for San Francisco has repentedly shipped gold bars valued at \$100,000, the product of one menth's la-bor. The basin of the Yukon river has received considerable attention from prospectors for some time, and from lieved valuable mines exist there, but the winter being more rigorous, than on the coast these mines have not been so thoroughly explored. Besides gold, other minerals are found in nearly every portion of the territory. Coal has also been discovered. The revenue cutter Corwin recently brought the news that large coal fields extending back from Cape Lisbon ten miles inland had been discovered. The coal is of the best

quantity, causing little smoke and leaving little asies.

The question of the climate is one that can not be as exactly answered as that of California. It can not, however, he contradicted that the northern part of Alaska has an Arctic atmosphere the southwestern portion at Sitka and along the southern coast the climate is | beautifier, is Pozzoni's.

milder than in Montana and Idaho During the last fifty years the Russians have taken the state of the weather, and mly on fourteen occasions has the ther-nometer fallen below zero at Sitka. Last winter was an extraordinary mild one, he average snowfall being only eight

ches, and remaining only for a short acon the ground. Alaska will never be of any im companies as an agricultural and stock-al-dug country. In some portions grass rows well, and different kinds of tables are successfully cultivated, but only in small quantities. Potatoes are

Some Bullion Figures.

rai ad, but grain will not ripen."

Chicago News: According to the esti mates of the director of the mint, there was \$610,500,000 gold coin and \$262,000,000 silver coin in the United States Oct, 1,1884, making a total of \$872,500,000. The gold comage for the preceding year reached \$27,927,821, and the estimated production of gold in the United States far 1883 was only \$30,000,000 be seen that the coinage came close upon the heels of the production. The relative proportion of silver coined sliver produced in the same eriods was \$29,948,097 (of which \$28,000) 930 were silver dollars) to \$46,200,000+ leaving a margin uncolned of over six teen millions. The production of gold in the United States shows a stendy de-The production of gold in rease since 1818, when it was \$51,206, 300, while that of silver is as great as ev To afford an outlet for our great silver production the national mints stamping it into dollars at the rate of \$2, 000,000 a month.

That the reader may appreciate how great is the falling off in our gold production it may be stated the average annual production of gold in the United States from its discovery in California in 1810 to 1875, inclusive, was over \$50,000, 000, or \$20,000,000 more than for the year The average annual production of all other countries for the same period was over \$52,000,000. From this it appears that the products of our auriferous mines for twenty-seven years was but little short of half the world's supply in that time. The decline of twe-lifths in their out-put is therefore of the greatest importance While we have gradually fallen behind our average in the matter of gold production, we have as stendily and more capidly increased our supply of silver average annual production of silver in all other countries was just short of \$50;-000,000, whereas in the United States from the time of the discovery of silver in 1859 to 1875 the average annual production was only \$15,520,000 Since then the average has risen to over \$40,000,000 annually, and the production is now about \$50,000,000 a year, or nearly half that of the world, while our gold production has dropped below one-third of that of the world. The rapid increase in the production of silver and the steady falling off in that of gold, for which new uses are almost axily found, accounts for the continual advance in the value of the latter and the depreciation of the former without any appeal to the theories of financial experts or

It may be of great interest to state, on the authority of a German statistician, that the production of gold for all contries since the discovery of America in 1492 to 1875 was \$4,643,087,395, and of silver during the same period \$6,159,-241,948—a total of \$10,802,329,343. In this total the United States is credited with \$1,175,000,138. From another source it is learned that the domestic produc-tion of gold and silver at the national mints and assay offices since their organ-ization in 1795 to June 30, 1884, was \$1,558,672,055, of which \$1,237,595,193 was gold and \$921,076,861 silver.

Easy to Get Married.

Professor Gouge, in a recent lecture, says: Anybody can marry. A man may he so homely that the reflection of his face would dint a new milk pan, but he can marry. I know miserable creatures don to be dyed and prepared for the market. These islands lie at a considerable who have existed scores of years and all distance from the mainland. The St. they have been able to get was to get married. Down from the flying years have passed safe from cupid sdarts. have met young ladies so eager to g married that it kept them up nights— with male companions. I have been sieged by old maids. bombarder with widows and outlanked by book agents. "Age does not wither nor custom stale" a man of my build, and I have to change my boarding place often. What I do not know about love, courtship and marriage you need not ok in the census of 1830 to find out. But I shall not lecture upon those themes. I have marked the old and flow of taste in these mutters. There has been a run on coachmen until good drivers because o scarce that the canal boats of our distracted country were rotting at their wharves and gilded horseshoes were the fashionable ador ments of our homes. Then the drain of our foreign noblem n left our restaurants and barbers snops without help. Afterwards the cockney dude was in demand until the ladies became attached to a cheaper kind of dog —with a string. "Pity is akin to love." and women marry some very pithable ob-jects. Weddings and funerals are putside by side in the papers, for they both settle a man's destiny for paradise or perdition.

There has been a steady effort in our progressive country to make divorce as easy as marriage, but the lawvers will always be more expensive than the preachers. Young men, I have seen some happy marriages, but they are founded on respect and mutual fitness. They were undertaken with more caim hought and preparation than moonlight and guindrops. There will be the same moralight after you are married, but a small house and lot will cost you coin Buckle down of the realm. studies and get an assured position in so-ciety, a pull in a political party or an account at the bank, and then I will gammatice there will be girls left and willing to marry.

An Improvement in Office.

A veteran attache of the Boston cus-tom house says: "The civil-service re-form agitation has greatly benefited the workingmen in the government's em-ploy. Within the last few years the poinitical assessment collector has become a misance of the past. He never shows his mas here now, but when I was young in the service I have seen the court but tion man come right up to the desk of clerks and take the money from them in the most business-like, cold-blooded way imaginable. Clerks who did not or would not contribute became marked men. Many of them were men of large families and small salaries, and they feit the exaction severely. Still it was better o pay than to run the risk of refusal. the call-service law had done nothing also, it would have justified itself by ending this exaction system."

A Word in Scason.

Philadelphia Call: A case has just been decided in the New York court of appeals which possesses many points of interest for the people of this city. A person was injured in trying to get on a street car, the injury being caused by a pile of snow which the company's plow had turned up beside the track. The jury gave the plaintiff \$1.00 and the company appealed. The court of apthe street companies are under the same obligations with respect to the removal of snow as are owners of property adjoin-

ing a street in a populous city. The only Complexion Powder in the world that is without volgar ty, without injury to the user, and without doubt ?